

# SHIP OWNERS TURN DOWN PEACE PLAN

Unanimously Reject Compromise Devised by Secretary Davis and Unions.

# BOARD STANDING PAT

In Accord With Private Operators Against Any Concession on Wage Scale.

# BOATS SAIL AS USUAL

Seven Steamships Left This Port Yesterday but Tieup Is Reported in Pacific.

A compromise agreement developed in Washington by officers of the marine unions and Secretary of Labor Davis was rejected unanimously when submitted yesterday to the executive committee of the American Steamship Owners Association in New York.

It called for a retention of the eight hour day on ships, a guarantee of an hour overtime each day at one and a half times the basic hourly rate, a bonus for efficiency as indicated by saving of fuel and other supplies and a one year agreement with the unions.

Presumably the unions offered, in view of other provisions favoring them, to accept a small wage reduction, considerably less than the 15 per cent. and which went into effect on May 1 and is the principal cause of the marine strike, now in its sixth day.

The United States Shipping Board continues to stand by the side of the private operators against any compromise on the wage scale. The board's managing agents were instructed from Washington yesterday to disregard reports of a compromise as the board's position is exactly as previously stated. Nevertheless the Secretary of Labor will continue his discussion with the unions next week.

Unions Expect Concessions. Despite the seeming deadlock in negotiations, both the operators and the unions predicted yesterday that the strike will not last many days longer. The operators point to the movement of ships as proof that the walkout has failed. The unions point to the halting of ships as proof that it has succeeded. The marine engineers union made the prophecy that peace would be declared next week. It professed to be counting on further Washington conferences and on concessions from the owners to bring the matter to a close.

Seven American steamships, most of them large, sailed from New York yesterday. This is an unusually large number for a Friday. None of them is operated by a company which has granted the union demands. Two of them had been held up several days by the strike—namely, the United States Mail liner Potomac, bound for Bremen and Danzig, and the Munsen liner Caliao, for South America, and the unions had said they would not leave the port at all. The others departing yesterday were the Arapahoe, Clyde line, for Charleston and Jacksonville; Eastern Crown, United States and Australasia Steamship Company, for Auckland, N. Z.; the Steelmaker, Ishman Steamship Company, for London; the P. Q. Barstow, Standard Oil tanker, for Port Loeza, Mexico, and the Lake Arthur, Richmond and New York Steamship Company, for Richmond.

The executive committee of the American Steamship Owners Association met at 11 Broadway yesterday afternoon under the chairmanship of H. H. Raymond, head of the Clyde-Mallory line, who had just returned from Washington. The decision of the committee was embodied in this telegram to Secretary of Labor Davis and Secretary of Commerce Hoover, who apparently had jointly submitted the terms as approved by the unions:

"Executive committee of American Steamship Owners Association met today for report of wage committee, who are handling matters of wages and working conditions aboard ships for the association, representatives of the Pacific American Steamship Association and Ship Owners Association of the Pacific Coast being present.

"After very full discussion of the new proposals it was unanimously resolved that the position of the associations is unchanged and the matter was referred back to the wage committee to follow to a conclusion. New proposals of twelve months' agreement, bonus plan and one hour overtime per day, while considered, were unanimously rejected.

"Assurances unanimously offered by all companies that engineers and others who remain loyal by ships will be protected in employment."

"The system of paying bonuses to technical members of a ship's crew for keeping down the cost of runs is in force on British vessels, and the Standard Oil fleet and some other American ships also do it. It was rumored a few days ago that the Shipping Board might favor the adoption of the bonus plan, but New York representatives of the board said yesterday they had heard nothing of this.

Shipping Board Satisfied. "The Shipping Board announces," said a statement from its New York office yesterday, "that it is continuing to make very slow progress in the operation of its vessels and that the question of crowding is proceeding even more satisfactorily than it had dared to hope. "All vessels in the port which are scheduled to load or unload are at the present time proceeding with their work without interruption from any source, and vessels which have been advertised to sail have cleared and proceeded on schedule. An ever increasing number of officers and men are applying for and are being accepted for positions at the new rate of wages."

# LABOR BEFOGS ISSUE, RAILROADS REPLY

Mismanagement Alleged by Unions Has No Effect on Wages, Says Counsel.

# HARDING CONSIDERING NEW SHIPPING BOARD

Knowles Is Consulted—Piez to Be Chairman, Is Reported.

Special Despatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., May 6. President Harding is turning his attention again to the naming of a new Shipping Board. Conferences on the question have been held by the President and an announcement probably will be made soon.

Those consulted include A. W. Knowles of New York, business and shipping man, who has given much study to the merchant marine question. Mr. Knowles conferred with Secretary Christian and presented considerable data for the President. He himself is not a candidate for the board.

It was reported today that Charles Piez of Chicago, head of the Emergency Fleet Corporation during the war, would be chosen as chairman of the board.

# SEA STRIKERS ENJOINED AGAINST PICKETING

Two Ships Leave Baltimore Despite Opposition.

BALTIMORE, May 6.—Judge John C. Rose of the United States District Court issued an injunction today to prevent marine strikers from picketing in large numbers or intimidating or forcibly detaining men who wish to join crews on vessels of the Baltimore Steamship Company, which operates United States Shipping Board vessels only. The marine engineers were warned that if overt acts by them were reported a similar injunction would be issued to control them. The steamers Western King and Des Moines Bridge, which had been the chief objectives of the strikers, sailed with cattle for England.

Gov. Ritchie ordered two armed ships of the Conservation Commission's fleet to assist three police boats in patrolling the harbor.

Seventeen strikers were arrested tonight when they tried to prevent the sailing of the Des Moines Bridge. The men were in a launch which went alongside the tug pulling the steamer from the wharf. Early in the week strikers drove the vessel, but a new crew had been recruited and placed on the vessel.

# SHIP, ATTACKED IN PORT, RADIOS FOR POLICE AID

PHILADELPHIA, May 6.—Wireless calls signed by the steamer Hinckley tonight said the vessel was being attacked by Maritime strikers at her pier here; that the men on board were unable to get ashore to notify the police and that they therefore had decided to radio for help. The radio was picked up by the Philadelphia Navy Yard and reported to the Police Department, which immediately sent out a police boat. Before the police boat arrived the Hinckley pulled into the river.

The dist radio said: "This is the steamship Hinckley. We are being attacked. Send aid."

Asked ship's position, the answer came: "We are at Greenwich piers, Philadelphia. Marine strikers are attacking us. We are unable to get ashore. Telephone the police and send them here at once." The police were still investigating at midnight.

The Hinckley arrived here today from New York in ballast.

# LAUNDRY WAGON DRIVERS NOW EARNING \$100 A WEEK

Get 15 Cents for Each Package Collected, So Many Flail Horses to Make Big Money; Ten Are Arrested, Fined and Rebuked by Magistrate.

Drivers of wet wash laundry wagons are joining the ranks of those plutocrats, the window cleaners and the rabbit skimmers, whose earnings now for some time have astonished the public. As rabbit skimmers and window cleaners must work with great speed to make certain that their \$25 will be their weekly pay envelopes, the wet wash laundry driver must also speed, but he has a horse to do his chief hustling for him. And from this latter fact such a situation developed yesterday that the actual earnings of wet wash laundry drivers became public. Conservatively these earnings are from \$100 to \$115 a week for the best drivers with the most active horses.

The rapid rise of the wet wash laundry driver was the incidental subject under discussion in Morrisania court. It had come about that ten wet wash laundry drivers had been observed by William Beckett of the American Society for the Prevention of Cruelty to Animals trailing their horses and trying to urge the badly worn beasts to still more speedy efforts. Mr. Beckett caused their arrest and then sought to find out the cause of their hurry. He explained to Magistrate Max S. Levine at the hearing that he had learned that wet wash laundry drivers were paid 15 cents for each package of laundry collected, and that 600 to 800 calls a week on one route was not an excessive number. It was quite possible therefore for the driver who could make the requisite speed to run his pay into three figures.

Magistrate Levine fined the drivers \$5 to \$10 each and remarked that he wished some "husky cop would give some drivers a lacing" for trying to enter the capitalist class at the expense of broken down horses.

# COOPERATIVE FOOD SHOPS, LABOR'S PLAN

A. F. of L. Hopes to Reduce Cost of Living and Eliminate Profiteers.

CINCINNATI, May 6.—Organized labor is planning to meet the high cost of living and profiteering by the establishment of cooperative food stores. Plans for promoting this movement through the trades unions in the United States were discussed today by the executive council of the American Federation of Labor, and will be incorporated in the council's report to the annual convention in Denver.

The council will ask the federation to endorse the work of the federation's special committee on cooperative societies and support the movement, which already has gained headway in the central States.

"Not only can we reduce the cost of living," said James Duncan, vice-president of the federation, "through cooperative societies, but we can eliminate profiteering. We can do it so far as it affects the purchase of the necessities of life and the costs thereof, now controlled by a minority."

"Our investigations show that the cooperative societies in Belgium, Russia, England and Denmark have made a wonderful success and have been a godsend to the workingman."

Mr. Duncan said that all "other citizens in sympathy with the trades union movement" would be asked to join in the cooperative plan.

The federation approves organization of cooperative associations under the Rochdale plan, it was stated, and will take steps to safeguard the workers' funds collected for financing the movement.

The council disapproves the Johnston-Dillingham immigration bill just passed by Congress because it does not contain the drastic prohibitive features desired by organized labor. The position is taken that at least two years' prohibition of immigration is necessary to adjust after-war industrial conditions and prepare the country for a new influx of immigration.

The council has under consideration a declaration demanding a "square deal" for labor under the anti-trust laws. If this cannot be obtained by legislation the repeal of all anti-combination and so-called conspiracy laws will be asked.

# MASTER PLUMBERS GET STAY AFTER CONVICTION

Charles A. Murphy and Firm Win on Appeal.

Supreme Court Justice John M. Tierney granted yesterday a certificate of reasonable doubt to Charles A. Murphy and his firm, Weiss & Newton, master plumbers, following their conviction before Justice McAvoy of violation of the Donnelly anti-trust act. Murphy has been serving a ninety day term in the City Prison and the firm was fined \$5,000.

In his charge Justice McAvoy told the jurors that plumbing supplies and materials are "articles and commodities of common use." Justice Tierney held that this took away from the jury the duty of determining whether they are such articles within the limitations of the statute.

"Appropriate exception to these statements was taken by the defendant," Justice Tierney's opinion continued. "It seems to me there is a reasonable doubt whether the learned trial Justice did not take from the jury a very essential question of fact, to the substantial prejudice of the rights of the defendant."

# SEA STEWARDS LOCKED OUT.

LONDON, May 6.—A lockout of 30,000 seagoing stewards and cooks began today, this step being taken by shipping companies because of the men's refusal to accept a wage cut of about 17 per cent. The lockout may interfere with the comfort of steamship passengers, but owners of vessels are said to be confident all vacancies can be easily filled.

The Transport Workers' Federation has promised its support to the Stewards and Cooks Union.

# BOOKBINDERS CALL AN OPEN SHOP WAR

D. S. Brassil Asserts They Are Getting Upper Hand in Present Strike.

Although publishers admitted yesterday that the output of early summer books was being "somewhat handicapped" by the strike of the Brotherhood of Bookbinders, D. S. Brassil, chairman of the labor committee of the Employing Bookbinding Association, said his organization was firm in its determination to have nothing more to do with the union and to introduce an open shop policy in New York. He expected, he said, the industry would be back to normal within a few weeks without the reemployment of a single striker.

Three weeks ago the union called a strike, refusing to accept a 10 per cent. reduction in wages and the association's demand for open shop conditions. Mr. Brassil said yesterday the strikers numbered 1,035 and that 314 of them already had been replaced with non-union binders. The employers have opened nine schools to train men for "key" positions in the binding trade and are already graduating competent workmen. There are at present sixty-three pupils, Mr. Brassil said, and each man who can fill a "key" position in the trade furnishes work for from four to six other men who do not need to be highly skilled and who are easily obtainable.

"This is about the lightest season of the year for the book binderies," said Mr. Brassil, "and it is for that reason we decided to start our movement for an open shop now. We will never again deal with the union."

The Employing Bookbinding Association has ordinarily a daily output of 200,000 books from the binderies of its twenty-one members in the metropolitan area, and this is about 80 per cent. of the trade here. The present output is said to be from 20 to 25 per cent. normal, but to be increasing so that 100 per cent may be expected within a few weeks. Practically none of the striking union men has returned to work.

All large publishing houses in New York save the few depend on the association for the binding of their books, but the spring publishing season is now practically over and only the summer books are being partially held up. P. Collier & Co., Harper & Brothers, Charles Scribner's Sons and the Methodist Book Concern have their own binderies and have raised no issue with the union.

The strike of bookbinders and allied printing trades in Boston has entirely tied up the output of the publishers in that city, which amounts in normal times to approximately 200,000 books a day. A large proportion of them are school books, and there may be a shortage of them when the schools open this fall.

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